

Welcome! Please use your phone or tablet to go to [www.menti.com](http://www.menti.com) and use the code 14 42 98

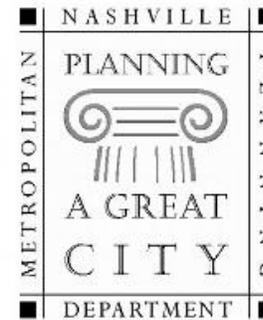
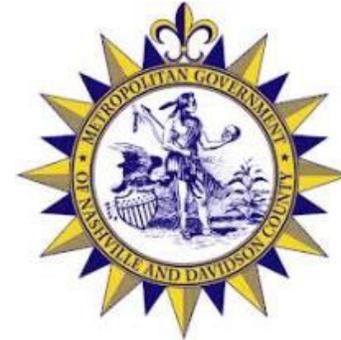


## DOWNTOWN BIKEWAY DEMONSTRATION PROJECT

STEERING COMMITTEE – MARCH 28, 2019

# Today's Agenda

- Welcome and introductions
- Background – purpose and terms
- Process overview – schedule and input
- Design overview
- Measures of effectiveness
- Open discussion
- Next steps



***Metro Nashville***  
***Public Works***  
Improving the Quality of Life for Nashvillians and our Visitors



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# WHY ARE WE HERE?

- Downtown is critical to Nashville's economy and transportation network
- We can better organize our street functions
- Demonstration projects are opportunities to address needs in moving around Downtown

# DEMONSTRATION PROJECTS AREN'T NEW

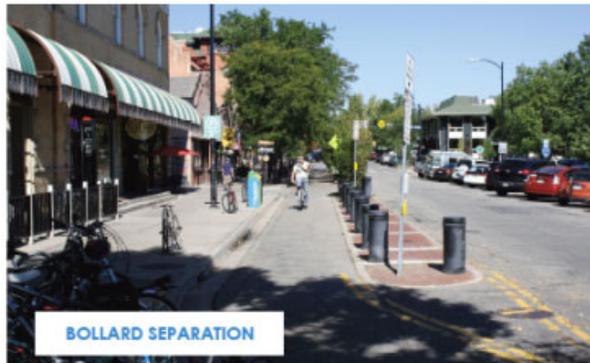
AROUND NASHVILLE'S PUBLIC SQUARE, 1950'S



Source: Tennessee State Library & Archives

# Terms

- Low stress bikeway – a bikeway for all ages and abilities



Source: ALTA Planning + Design

# Terms

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- Travel mode – how you get around – drive, walk, bike, bus, etc.



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- Street space – pavement area between curbs



# Terms

- Low stress bikeway – a bikeway for all ages and abilities
- Travel mode – how you get around – drive, walk, bike, bus, etc.
- Curb space – transition area of sidewalk between road and building
- Street space – pavement area between curbs
- Complete streets – concept to consider all travel modes and adjacent context





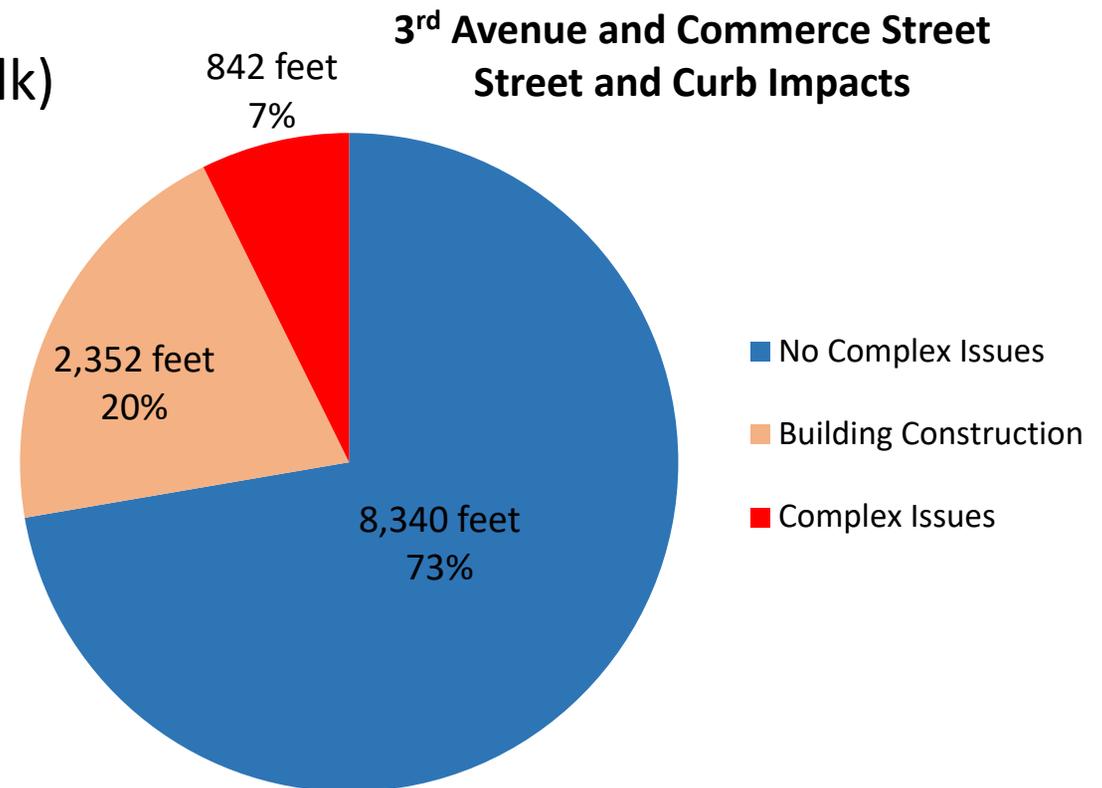
**GREEN & COMPLETE STREETS EXECUTIVE ORDER**

# ROLE OF STEERING COMMITTEE

- 
- Provide your perspective, and weigh community-wide issues
  - Talk about demonstration project with others
  - Direct people to information and give feedback
  - Tell us what is or isn't working
  - Shape the measures of effectiveness

# Help us understand street and curb issues

- Most businesses load within 175 feet or less (1 minute walk)
- One business loads 300 feet away (1 to 2 minute walk)
- Can valet, loading, and drop-offs be scheduled in a single zone for each block?
- Building construction
- Trash pickup





**WHY 3<sup>RD</sup> AVENUE AND COMMERCE STREET?**

# How staff prioritizes street and curb space...

	Industrial	Residential Areas	Commercial and Mixed Use Areas
Improve travel options based on city plans	1	1	1
Access for business deliveries	2	3	2
Access for people	3	2	3
Develop public space such as seating	5	6	4
Add greenery, street trees, flowers	6	4	5
Provide on-street parking	4	5	6

Adapted from City of Seattle's Right-of-Way Prioritization  
 Source: *Curb Appeal: Curbside Management Strategies for Improving Transit Reliability*, National Association of City Transportation Officials, September 2017



# Major and Collector Street Plan

[maps.nashville.gov/mcsp](https://maps.nashville.gov/mcsp)

- Adopted 2012; Updates in 2015 and 2017
- Identifies primary street network
  - Commerce Street – Arterial-Boulevard
  - 3<sup>rd</sup> Avenue – Arterial-Boulevard or Collector-Avenue
- Ties together streets, transit, bike/ped plans with land use

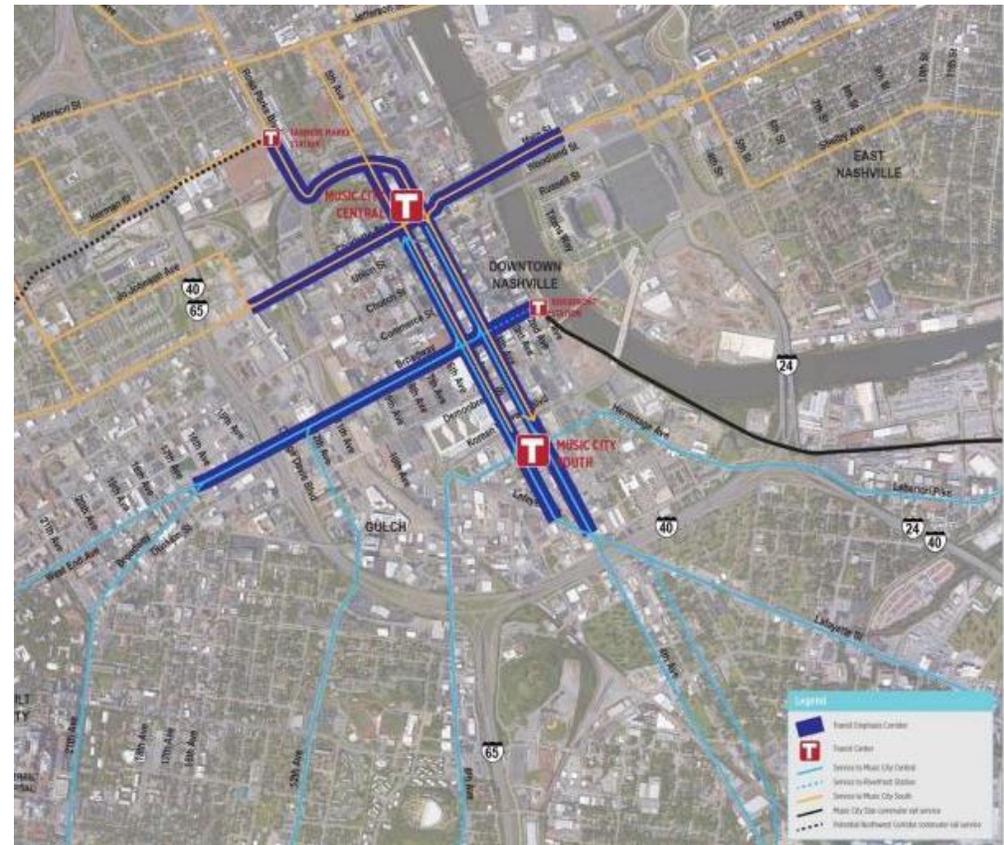




# Strategic Transit Master Plan

[www.nmotion.info](http://www.nmotion.info)

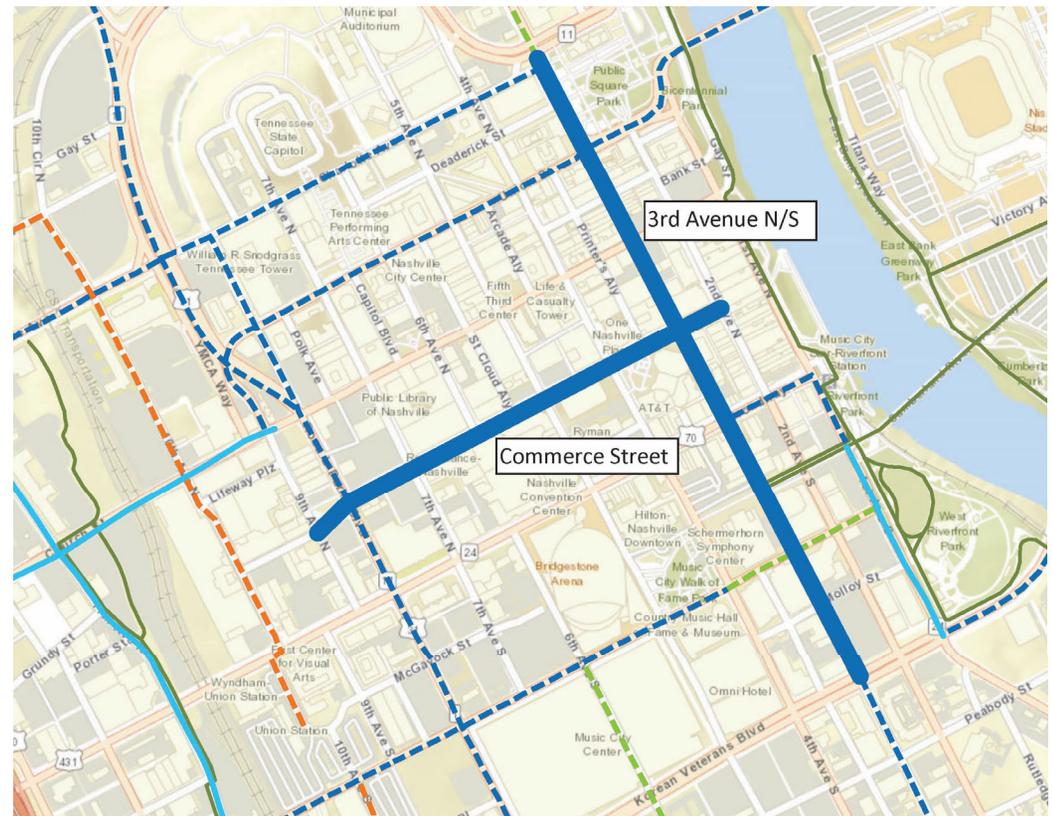
- Adopted 2016
- High Capacity Transit Network tied to pikes
- Downtown Circulation Surface Concept
  - 4<sup>th</sup> Avenue
  - 5<sup>th</sup> Avenue
  - Broadway
  - Main Street/MLK Jr. Boulevard (Charlotte)



# walk**n**bike Pedestrian and Bicycle Master Plan

[www.nashville.gov/Public-Works/WalknBike.aspx](http://www.nashville.gov/Public-Works/WalknBike.aspx)  
[mpw.nashville.gov/walknbike/](http://mpw.nashville.gov/walknbike/)

- Adopted 2017
- Prioritizes sidewalk needs
- Identifies a low-stress bicycling network near city core
  - 3<sup>rd</sup> Avenue – Protected Bikeway
  - Commerce Street – Protected Bikeway

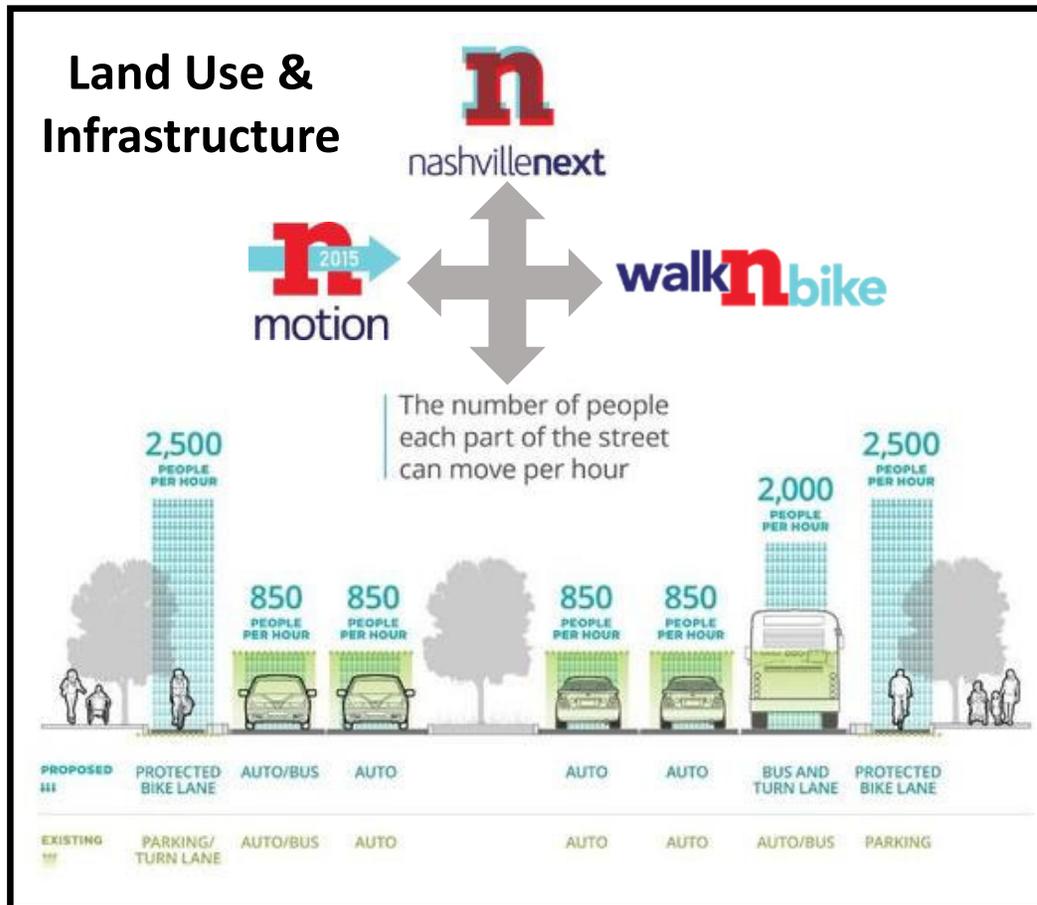




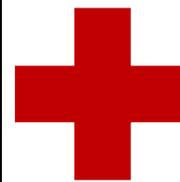
**“Biking in Nashville should be protected – so my kids can wobble on the way to the park, but make it there safely.” – Nashville Resident**

**walk *n* bike**

# Designing to Move People Efficiently



Graphic Source: Portland Bureau of Transportation

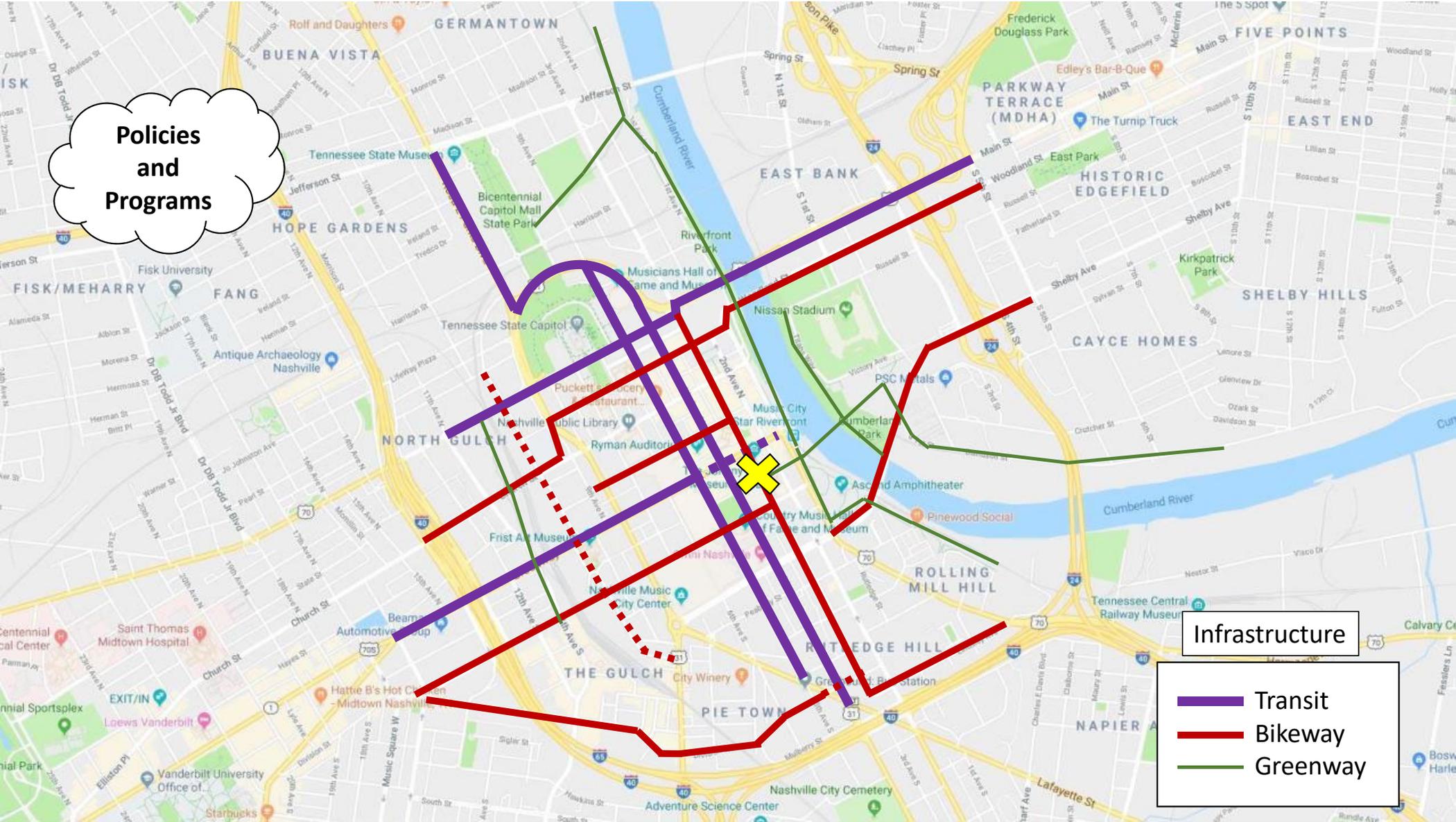


**Menu of Policies & Programs**

- Work-at-Home
- Flex-Schedule
- Carpool/Vanpool
- Bus Passes
- Parking

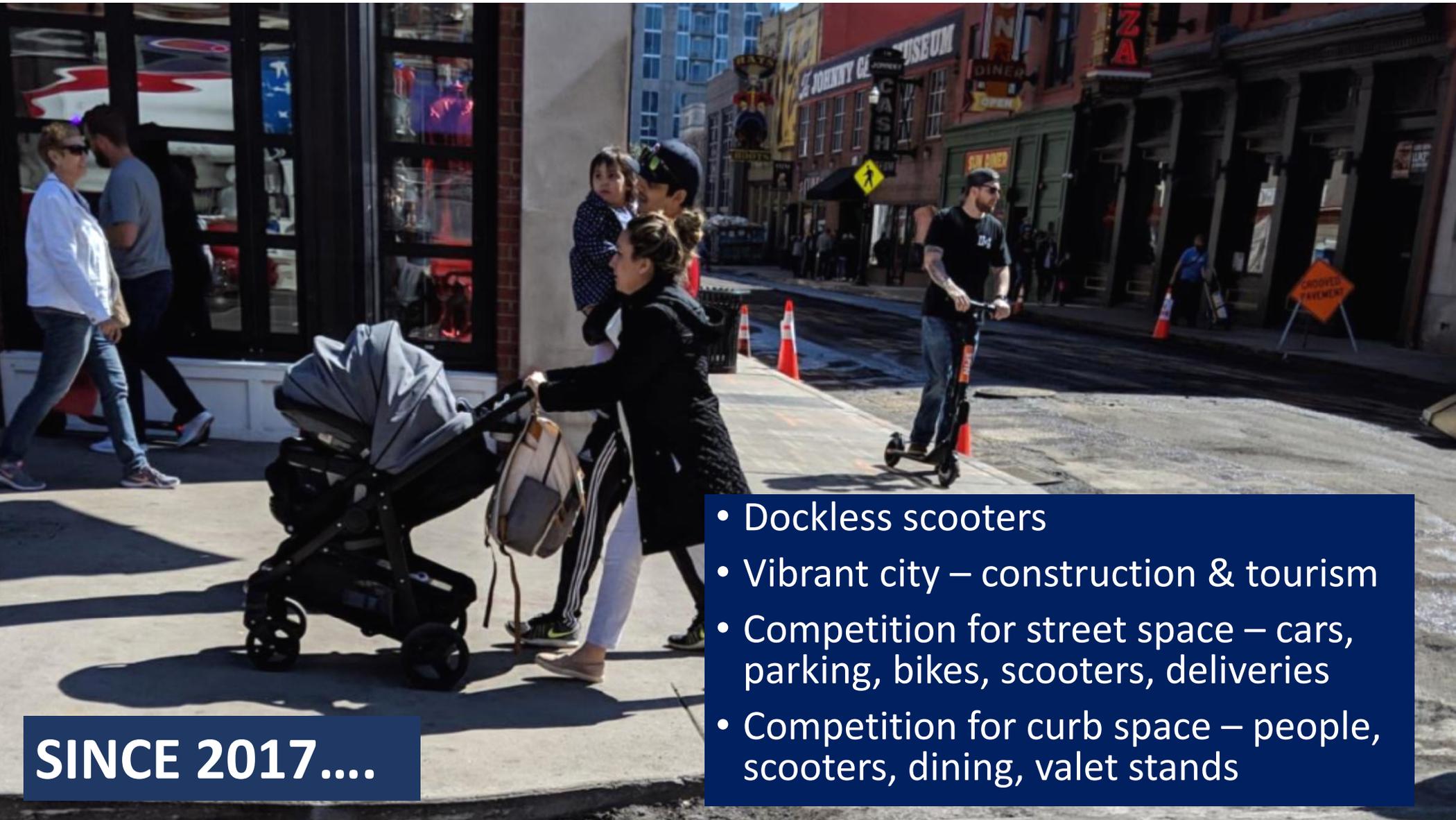
and more partners...

**Policies and Programs**



**Infrastructure**

- Transit
- Bikeway
- Greenway



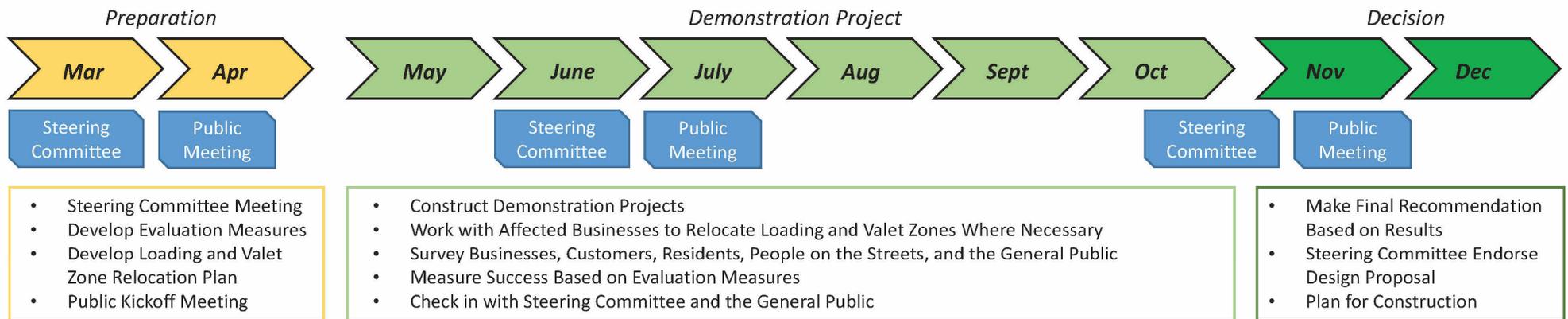
**SINCE 2017....**

- Dockless scooters
- Vibrant city – construction & tourism
- Competition for street space – cars, parking, bikes, scooters, deliveries
- Competition for curb space – people, scooters, dining, valet stands



# DEMONSTRATION PROJECT PROCESS

# Demonstration Project Process



Immediate Issues Reported to Public Works

# Website

DowntownBikeways.nashville.gov

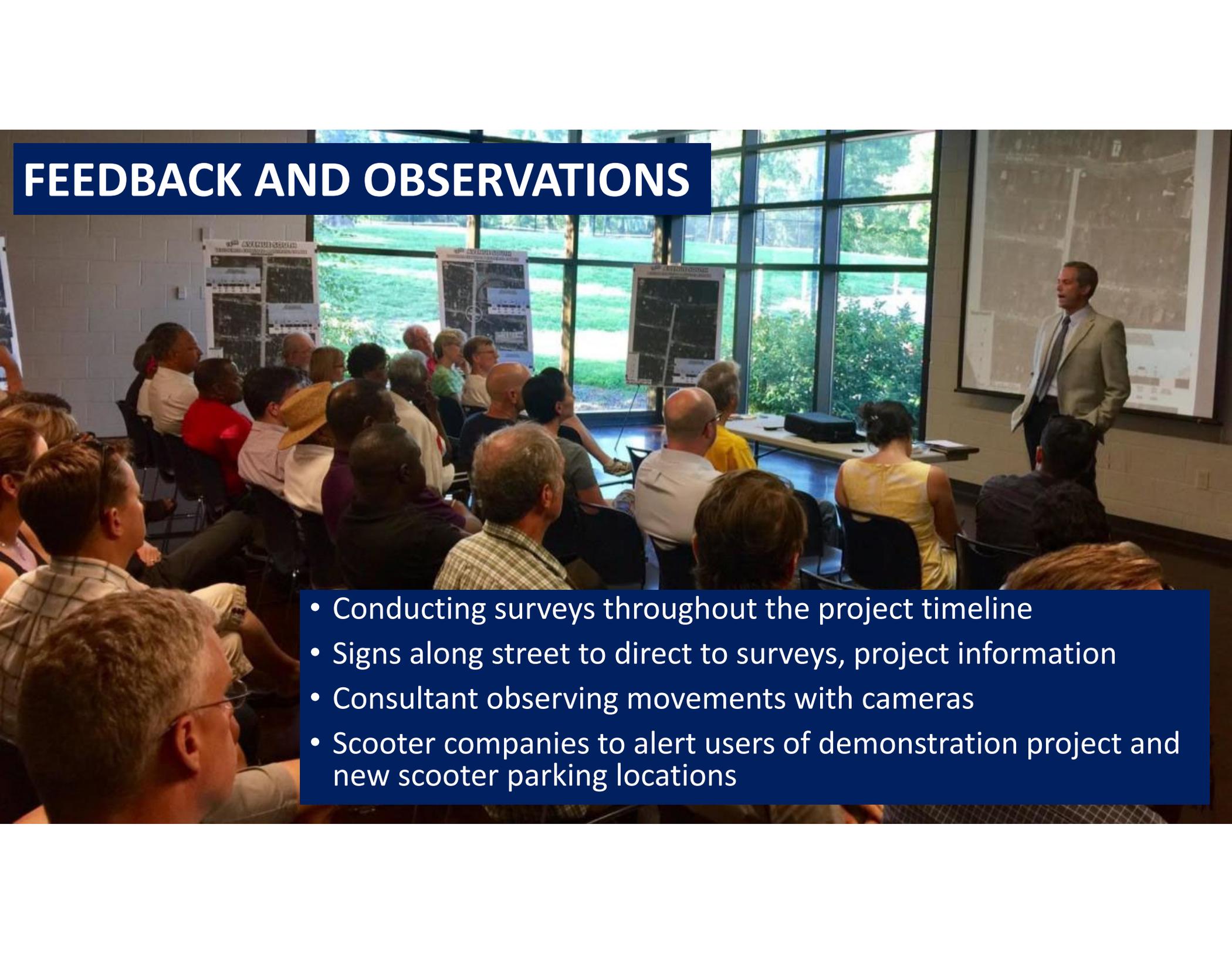
The screenshot shows the Nashville.gov website with the following content:

- Header:** Nashville.gov logo, navigation menu (HOME, LIVE, WORK, PLAY, NEWS & MEDIA, GOVERNMENT, SERVICES), and search bar.
- Breadcrumbs:** Nashville.gov > Planning Department > Transportation > Bikeways > Downtown
- Left Sidebar (Planning Department):**
  - How can we help you?
  - Inclusionary Housing
  - NashvilleNext
  - Meetings, Deadlines & Hearings
  - Mapping and GIS
  - Land Development
  - Rezoning & Subdivision
  - Community Planning & Design
  - Transportation
    - Local Plans
    - Local Studies
    - Major & Collector Street Plan
    - 8th Avenue South Multimodal Study
    - Cleveland Street
    - Sidewalks
    - Bikeways
      - 12th Avenue South
      - Belmont Boulevard
      - Downtown

- Main Content Area:**
- ## Downtown Bikeway Planning
- Downtown is the crux of Nashville's planned bicycle network. 3rd Avenue will accomplish a north/south connection gap, and provide opportunities to connect North Nashville, Germantown, and South Nashville neighborhoods via protected bike lanes. Commerce Street will bolster an existing east/west connection on Demonbreun Street, tie directly into major Downtown developments and the Church Street bike lanes, and connect East and West Nashville neighborhoods through Downtown. Additionally, dedicated bike lanes downtown will provide much-needed space for people on scooters.
- ### 2019 Downtown Bikeways Demonstration Project Schedule

Preparation	Demonstration Project	Decision
Mar Steering Committee Kick-off Meeting Apr Public Kick-off Meeting	May Construction Demonstration Projects June Work with Affected Businesses to Relocate Loading and Unload Zones Where Necessary July Survey Businesses, Customers, Residents, People on the Street, and the General Public Aug Movement Sectors Based on Evidence Necessary Sept Check-in with Steering Committee and the General Public Oct Steering Committee Meeting Nov Public Meeting	Dec Make Final Recommendations Based on Results Steering Committee Issues Design Proposal Plan for Construction
- Downtown Bikeways demonstration project schedule
- ### 2019 Downtown Bikeways Demonstration Project
- Preparation for the 2019 Downtown Bikeways Demonstration Project is underway. The Steering Committee is meeting, and in April planners will hold a public kick-off meeting. Overview of the project's schedule [↗](#)
- Map of Downtown Bikeways Demonstration Project [↗](#)
- [Learn more about Bikeway design components](#)

# FEEDBACK AND OBSERVATIONS

A man in a light-colored suit and tie stands on the right side of a room, presenting to a group of people seated in chairs. The room has large windows overlooking a green landscape. Several informational posters are displayed on the wall. The audience is diverse in age and appearance, and they are all looking towards the presenter. The room is well-lit, and the atmosphere appears to be a professional meeting or presentation.

- Conducting surveys throughout the project timeline
- Signs along street to direct to surveys, project information
- Consultant observing movements with cameras
- Scooter companies to alert users of demonstration project and new scooter parking locations

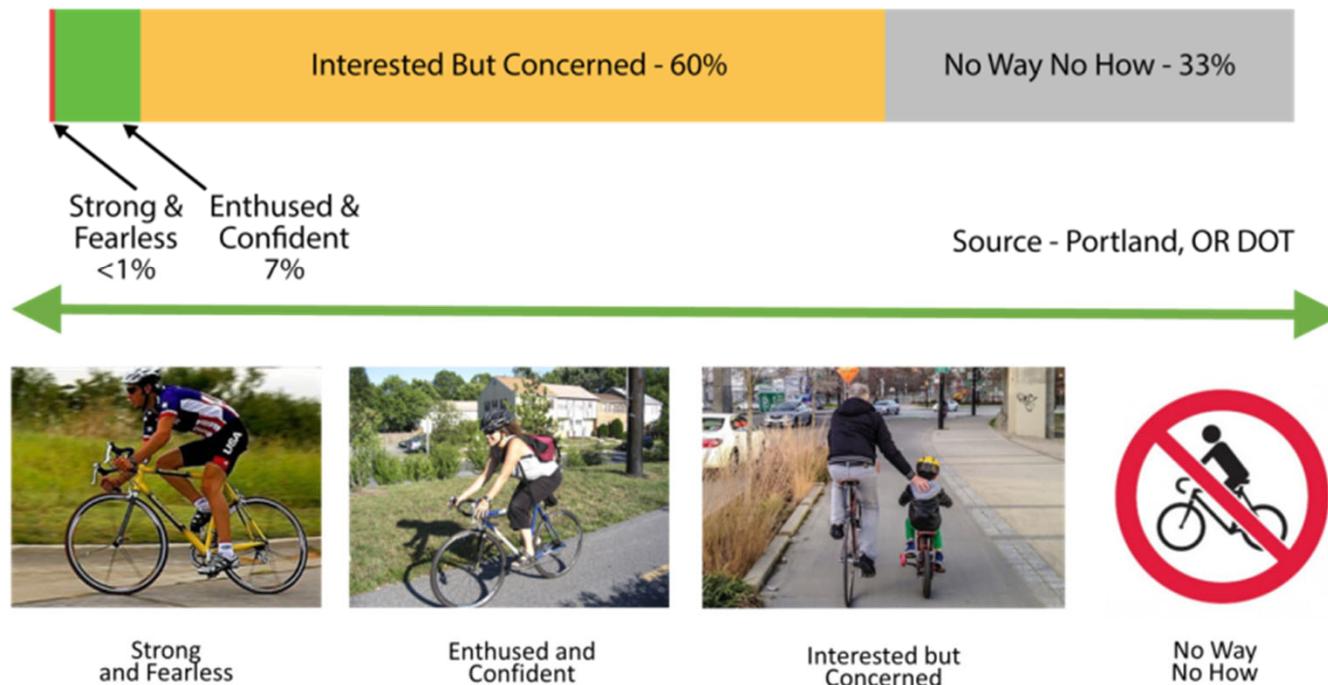
# WHAT IS A LOW STRESS BIKEWAY?

- Music Row
- 51<sup>st</sup> Avenue in The Nations
- Davidson Street in East Nashville



# WHAT IS A LOW STRESS BIKEWAY?

## Four Types of Cyclists By Proportion of Population



“You don’t build a bridge based on the number of people swimming across.”



**DEMONSTRATION PROJECT DESIGN**



## Commerce Street

- 9<sup>th</sup> Avenue to 2<sup>nd</sup> Avenue
- On-street parking, loading, and valet remains on one side
- Bike lanes on either side of the street, protected by planters
- Valet at hotel will parallel park

## 3<sup>rd</sup> Avenue

- KVB to Union Street
- Two-way bikeway on east side
- On-street parking removed
- Valet and loading zones relocated

**DEMONSTRATION PROJECT DESIGN**

# Changes to Loading Zones

Changes to Loading Zones on 3rd Avenue



- Relocations, not removals—all within a 1-2 minute walk
- Opportunity to better organize loading
- Public posting of all changes ahead of time

- 
- Organizing street and curb space to reduce conflicts
  - Loading and valet along 3<sup>rd</sup> Avenue will relocate within 1 to 2 minute walk
  - On-street parking, loading, and valet zones will remain on Commerce Street
  - Lower risk of hitting a scooter or bicyclist
  - Removing bikes and scooters from travel lanes and sidewalks

**BENEFITS AND IMPACTS TO ALL TRAVEL MODES**



## Economic Benefits

1. Real Estate Development

2. Recruiting Top Talent

3. Improving Employee Health and Wellbeing

4. Boosting Retail Sales

Source: *Protected Bike Lanes Mean Business*, PeopleFor Bikes and Alliance for Biking & Walking, 2017



# MEASURES OF EFFECTIVENESS

1. Moving People

2. Supporting Businesses

3. Sustainability

4. Ensuring Safety

Source: *Protected Bike Lanes Mean Business*, PeopleFor Bikes and Alliance for Biking & Walking, 2017



# Open Discussion

1. Public & Stakeholder Engagement

2. Loading/Valet Zone Changes

3. Measures of Effectiveness

Source: *Protected Bike Lanes Mean Business*, PeopleFor Bikes and Alliance for Biking & Walking, 2017



**COMMUTER**

**CHALLENGE**

**APRIL 27 - MAY 3, 2019**

Try **ONE** active commute option,  
at least **ONE** time, during **ONE** week.

**NASHCONNECTOR.ORG**

**1. Surveys**

**2. Public Kickoff Meeting**

**3. Installation**

**4. Ongoing Opportunities for Input**

**NEXT STEPS**